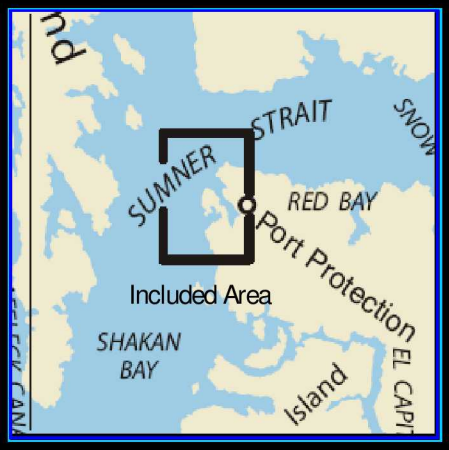
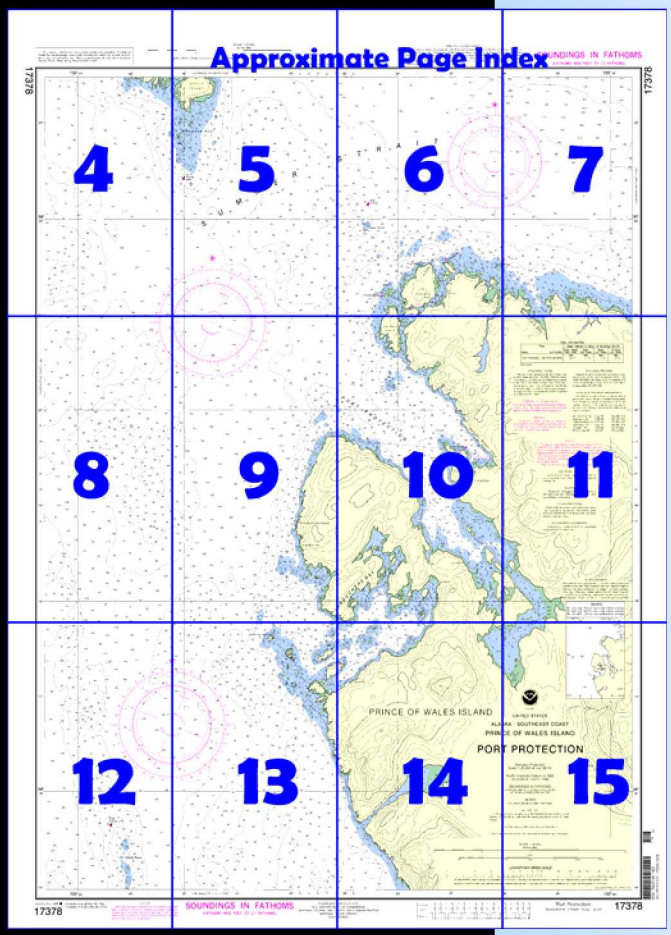
BookletChart™

Prince of Wales Island – Port Protection

(NOAA Chart 17378)





A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

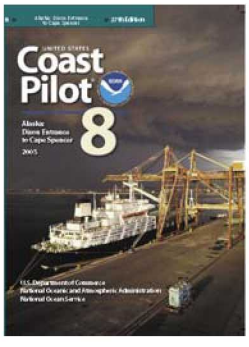
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 7 excerpts]

(2) **Sumner Strait** is one of the great inlets into southeastern Alaska from the sea. The strait has three entrances. The main entrance from the sea, between Coronation Island and Warren Island, is about 5.8 miles wide. Warren Channel, the entrance E of Warren Island, between it and Cape Pole, is about 1.2 miles wide and is used by vessels bound to and from Davidson Inlet and Bucareli Bay. Decision Passage, the entrance between Cape Decision and the Spanish Islands, is about 1 mile wide and is used by vessels bound to and from Chatham Strait. These entrances are described under separate headings.

(133) **Hole in the Wall** (56°15.7'N., 133°38.5'W.) is a small cove on the E side of Sumner Strait, E of Calder Rocks and 2.5 miles N of Barrier Islands (chart 17387). The entrance is through a very narrow passage 0.5 mile long, between high bluffs, and opens into a basin 400 yards in diameter. Two rocks that bare are in the narrow entrance. Depths in the basin are from ½ to 7 fathoms; it may be used for anchorage, but is subject to strong winds drawing through the entrance. The bottom is sand and mud. Small craft pass through the narrow entrance only at half tide or higher water.

(134) **Labouchere Bay** is about 1.8 miles N of the entrance to Hole in the Wall and about 4 miles S of Point Baker. It is studded with islets and rocks, the entrance being partially closed by Labouchere Island and the islands and reefs that extend SE of it to the shore.

(137) **Protection Head**, a bold white bluff, 1 mile N of Labouchere Island, is an outstanding landmark visible from the S for many miles.

(138) **Port Protection** has its entrance 1.5 miles S of **Point Baker**, the NW extremity of Prince of Wales Island, and 1.5 miles N of Protection Head. The entrance is marked by **Port Protection Light** (56°19'35"N., 133°36'45"W.), 19 feet (5.8 m) above the water, shown from a pile with a red and white diamond-shaped daymark on the NE end of the wooded island at the SW side of Wooden Wheel Cove, 1 mile inside the entrance, and by a daybeacon on a detached reef, 0.3 mile off the N shore. A ship may enter Port Protection on either side of the daybeacon while being careful to pass the reef at a safe distance. There is good anchorage for large craft 1.8 miles in from the daybeacon and SW of the chain of small wooded islands in the upper half of the bay, in 6 to 18 fathoms, mud and sand bottom. A more sheltered anchorage may be had E of the chain of islands.

(141) **Port Protection** is a small settlement on the NE side of the port in **Wooden Wheel Cove** and S of Port Protection Light. Along the beach are some homes and an abandoned shrimp cannery. A 250-foot State-maintained small-craft float is anchored on the W side of the cove with 4 to 8 fathoms reported alongside in June 1976. Water is available. Radiotelephone communications are maintained.

(142) **Joe Mace Island** is on the N side of the entrance to Port Protection. **West Rock**, in a cluster of dry rocks and rocks on a reef, is about 300 yards N of Joe Mace Island. The rock is marked by **West Rock Light** (56°21'12"N., 133°38'14"W.), 20 feet (6.1 m) above the water, and shown from a skeleton tower with a red and white diamond-shaped daymark.

(143) **Point Baker** is a settlement with two general stores on the inner bay E of Point Baker and about 0.4 mile S of Point Baker Light. Gasoline, provisions, water, diesel fuel, and fishing supplies can be had at the stores. A State-maintained 391-foot small-craft float with a seaplane float at its end is at Point Baker. In June 1976, depths of 10 to 12 feet were reported alongside. A 45-foot grid is in the mudflats about 60 yards NNW of the float. During the fishing season, a fish-buying scow usually moors at Point Baker. Provisions, fishing supplies, gasoline, diesel fuel, and water are available from the scow. The settlement maintains radiotelephone communications. A freight boat visits weekly from Ketchikan, and charter seaplanes are available from Ketchikan.

(144) The shores of the bay are steep-to and lined with thick kelp. The midchannel passage, with a controlling depth of 2½ fathoms, leads to the float. The inner bay is restricted by several submerged off-lying dangers and is not recommended as an anchorage. This port is used extensively during the fishing season.

(145) **Point Baker Light** (56°21.5'N., 133°37.1'W.), 20 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the NW end of the outer island on the E side of the entrance to Point Baker anchorage. **Point Baker Anchorage Daybeacon** is on the E side of the passage about 0.2 mile S of the light. A narrow constricted passage, which extends from the head of Point Baker Harbor into Port Protection, is used considerably by very small craft drawing up to 3 feet at half tide or higher.

(147) **Merrifield Bay**, 1 mile E of Point Baker, is good anchorage for small vessels in 8 to 10 fathoms, mud bottom, but is open to the N. On the W side at the entrance are several bare rocks, and a little W of the entrance about 0.55 mile E of Point Baker Light is **East Rock**, a large rock, awash at highest tides.

Table of Selected Chart Notes

Corrected through NM Feb. 7/04
Corrected through LNM Jan. 27/04

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 56°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.311" southward and 6.294" westward to agree with this chart.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Petersburg, AK	WXJ-82	162.55 MHz

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
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NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Port Protection	(56°19'N/133°36'W)	12.4	11.5	1.4	-4.5

(Nov 2003)

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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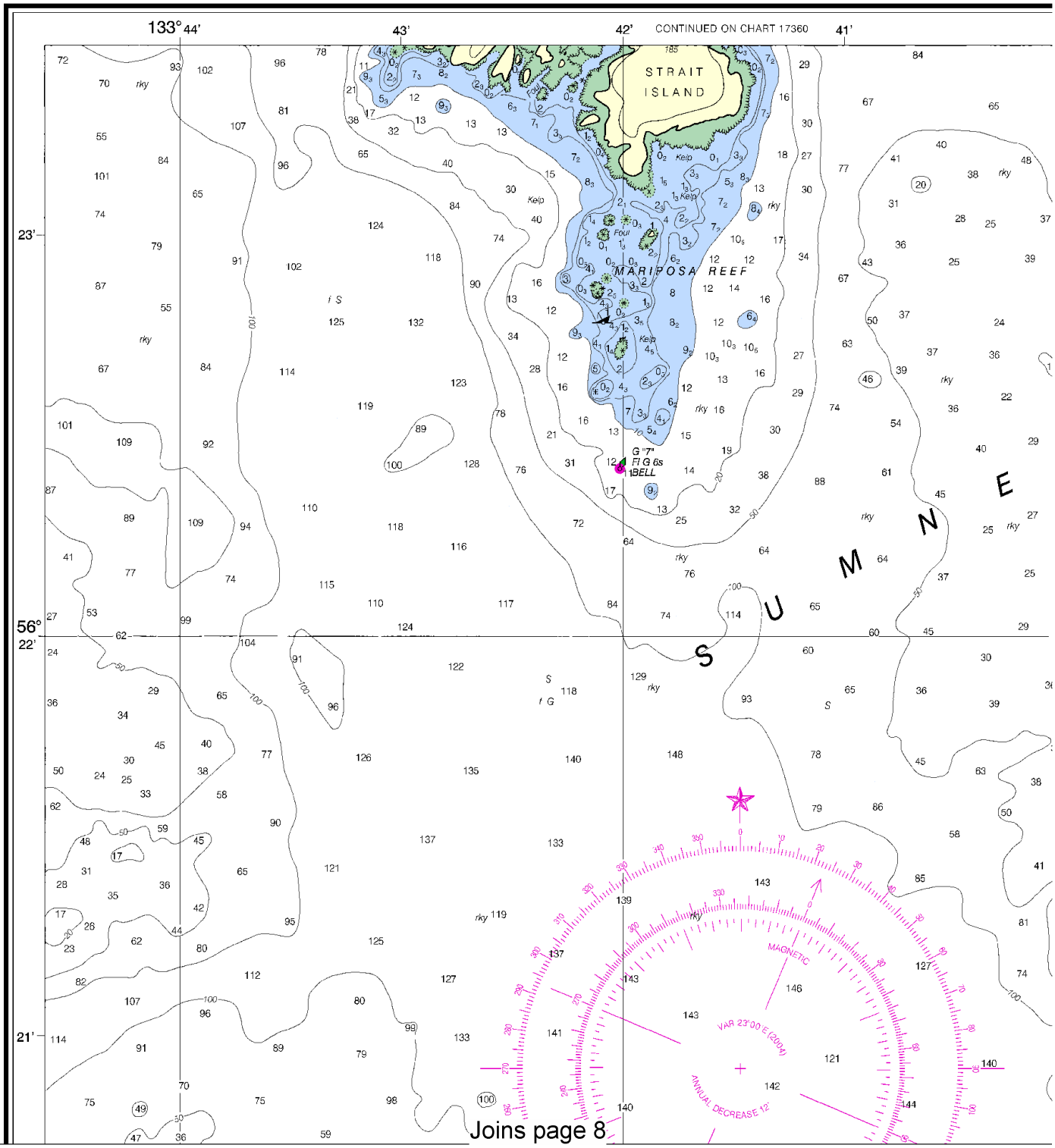
SCALE 1:20,000
Nautical Miles
½ 0 ½
Yards
500 0 500 1000 1500



Joins page 8

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½
Yards
500 0 500 1000 1500 2000 2500

Formerly C&GS 8174, 1st Ed., June 1888 G-1955-894 KAPP 2702

SOUND
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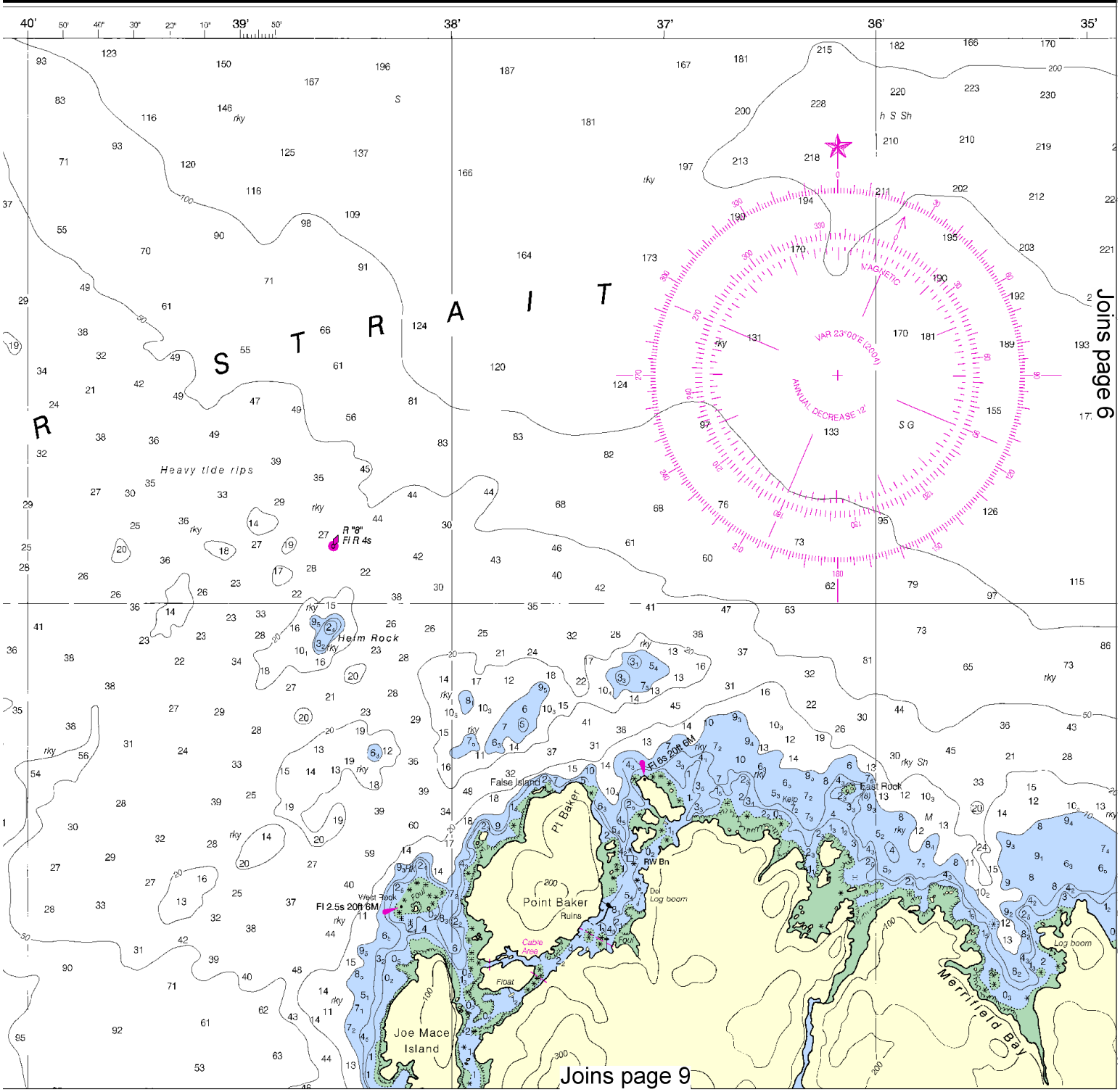
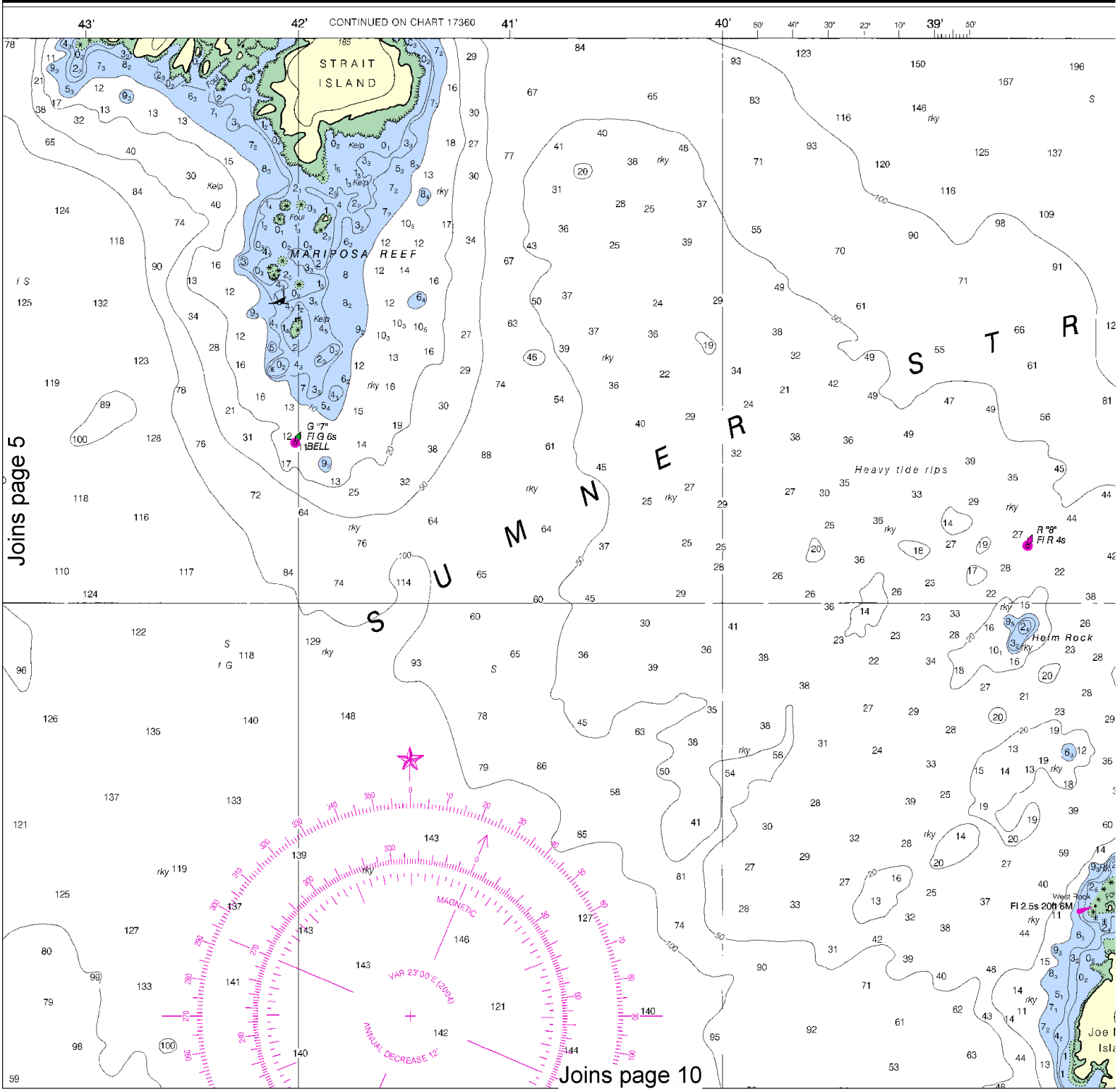


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

ation. The National
, or comments for
), National Ocean

SCALE 1:20,000
Nautical Miles
½ 0 ½ 1 1½
Yards
500 0 500 1000 1500 2000 2500

Formerly C&GS 8174, 1st Ed., June 1888 G-1955-894 KAPP 2702



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Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½
Yards
500 0 500 1000 1500 2000 2500

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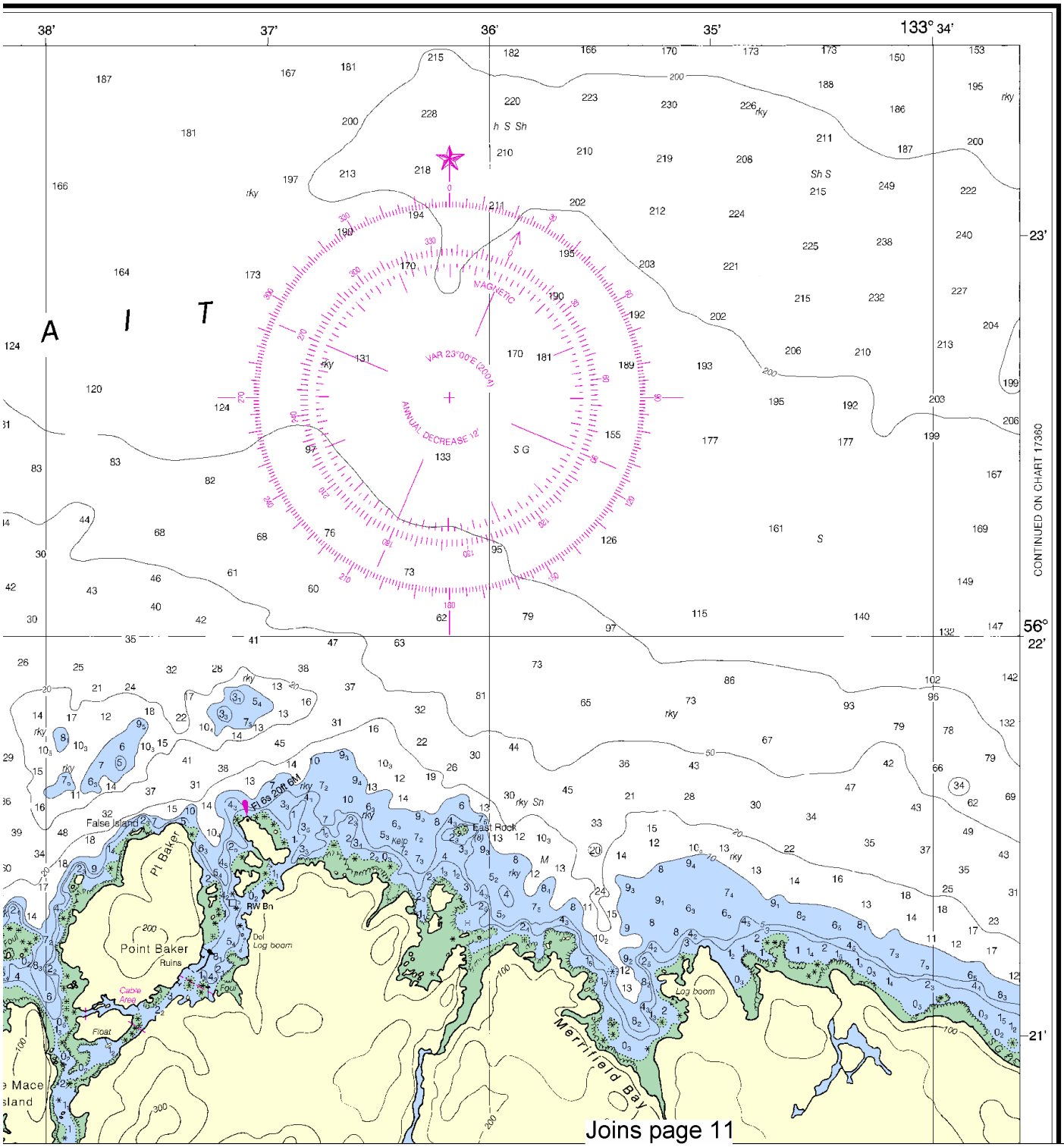
SOUNDINGS IN FATHOMS

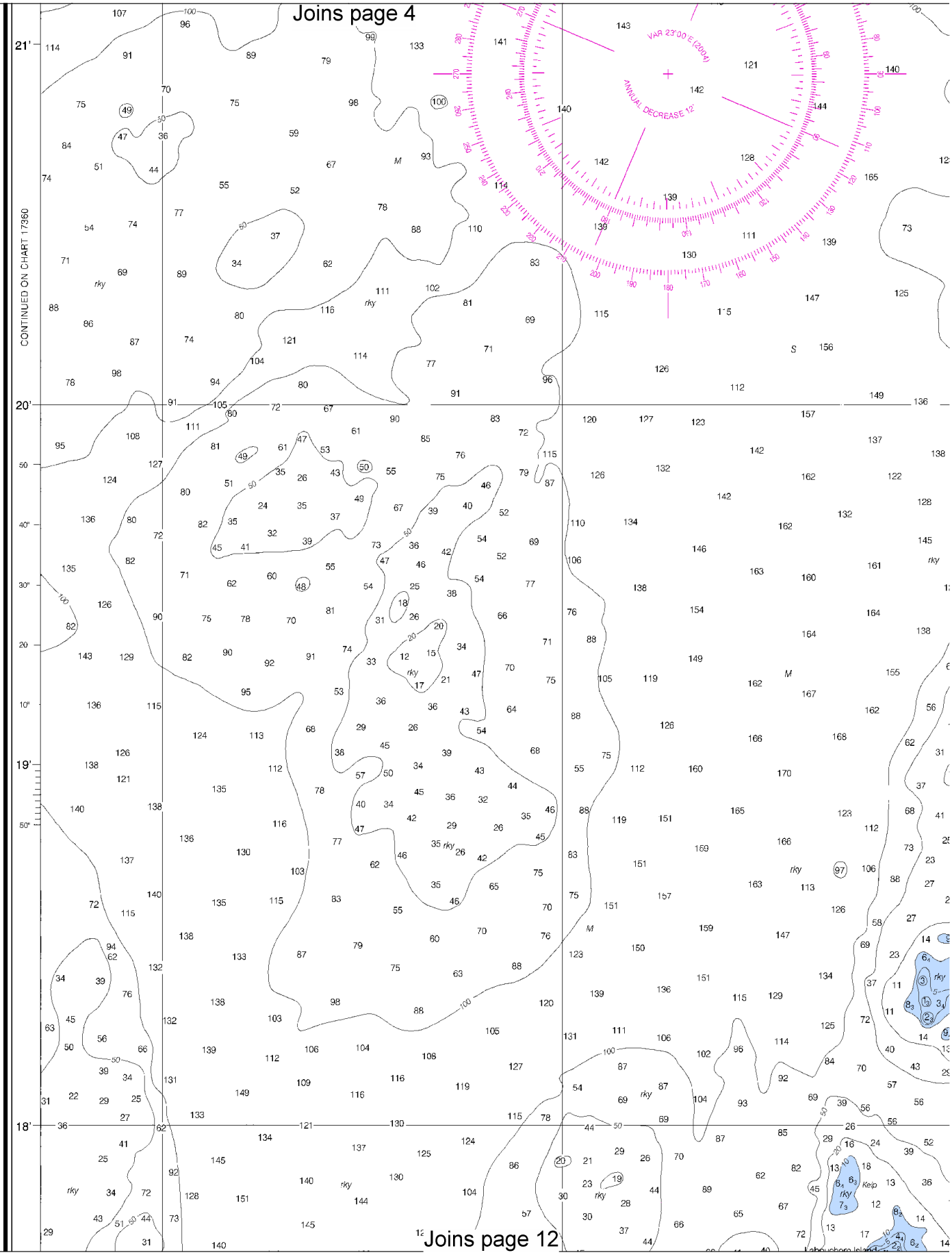
(FATHOMS AND FEET TO 11 FATHOMS)

17378



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



8

North

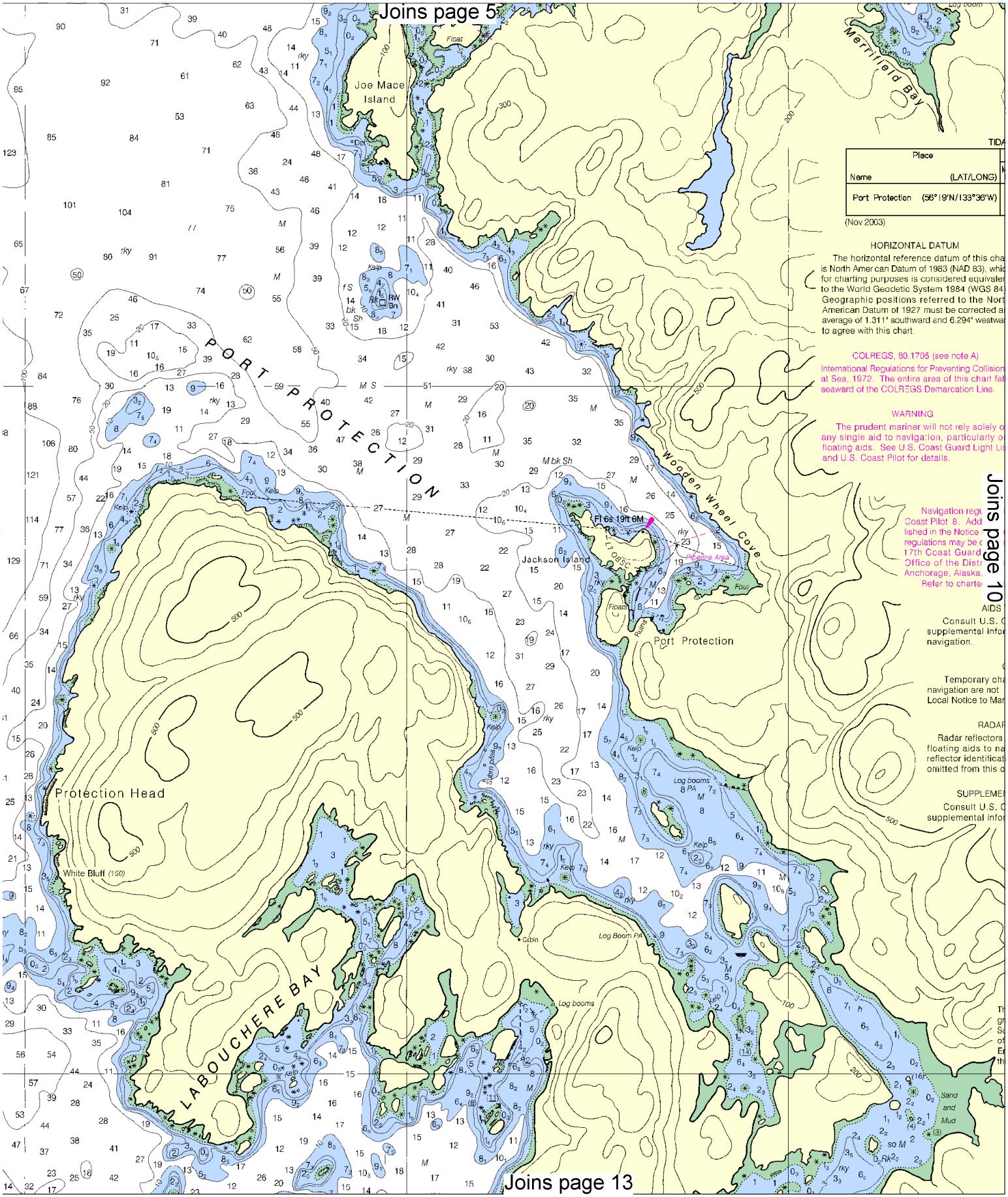
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

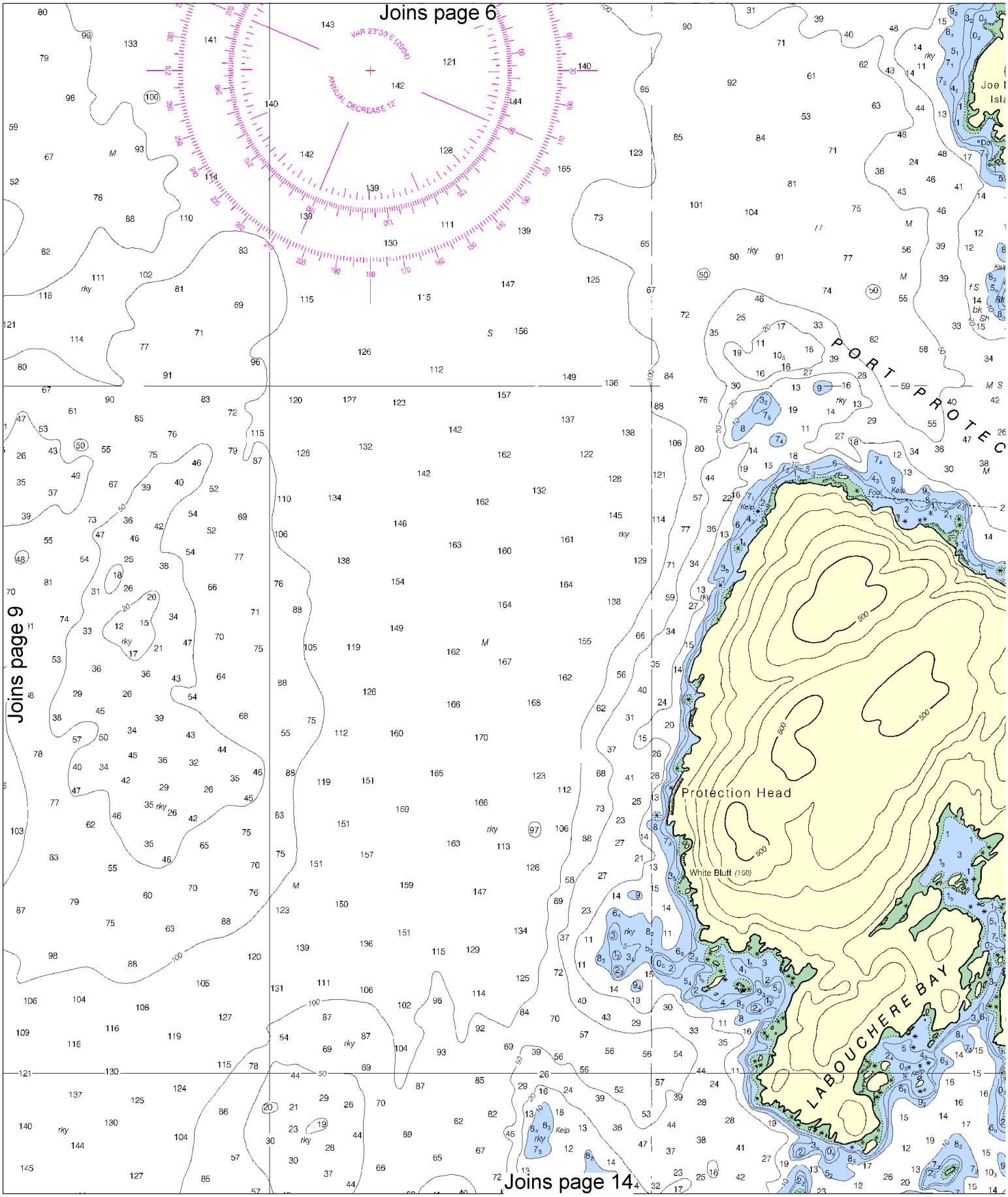
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 5
Joe Mace Island
Merrifield Bay
PORT PROTECTION
Wooden Wheel Cove
Jackson Island
Fl 6s 19ft 6M
Pipeline Area
Port Protection
Protection Head
White Bluff (150)
LABOUCHERE BAY
Log booms
Log Boom PA
Cabin
Sand and Mud
Joins page 13
Joins page 10
Place
Name (LAT/LONG)
Port Protection (56°19'N/133°36'W)
(Nov 2003)
HORIZONTAL DATUM
COLREGS, 80.1705 (see note A)
WARNING



10

North

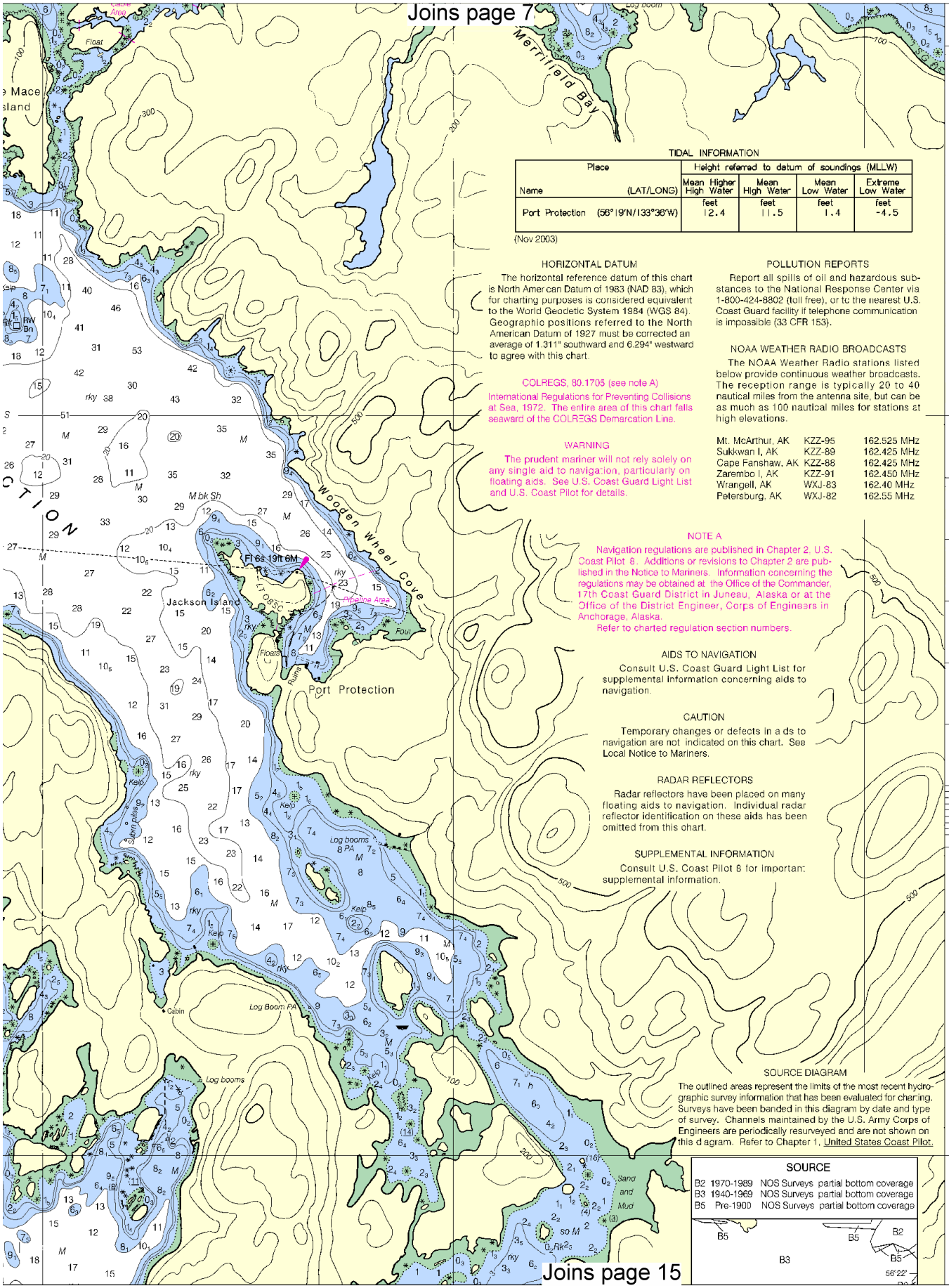
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



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(Nov 2003)

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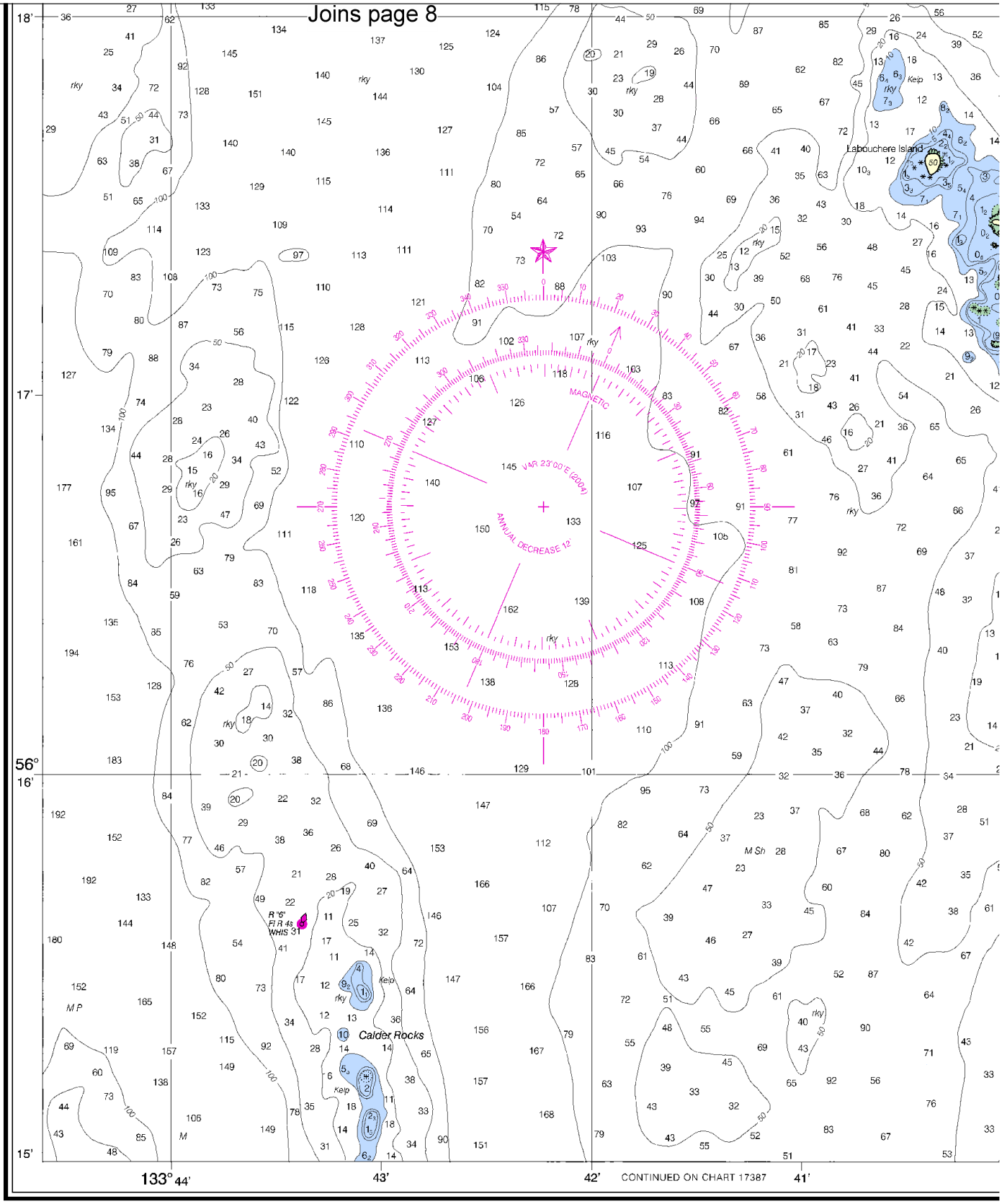
SOURCE

B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage



14th Ed., Feb. / 04 ■ Corrected through NM Feb. 7/04
Corrected through LNM Jan. 27/04

17378

CAUTION

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SOUNDINGS IN FATHOM

(FATHOMS AND FEET TO 11 FATHOMS)

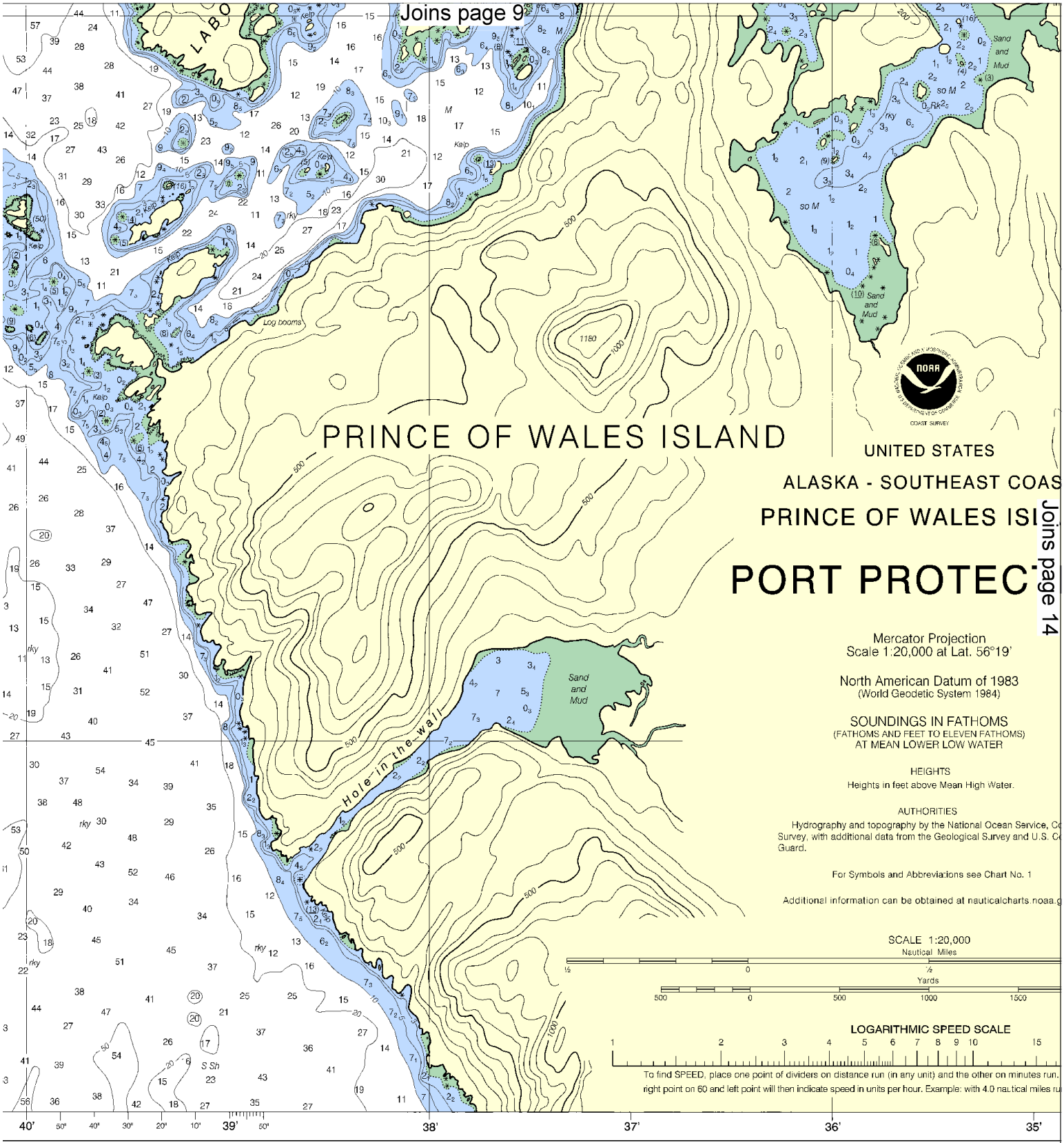
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 9



UNITED STATES

ALASKA - SOUTHEAST COAS

PRINCE OF WALES ISL

PORT PROTECT

Joins page 14

Mercator Projection
Scale 1:20,000 at Lat. 56°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, C
Survey, with additional data from the Geological Survey and U.S. C
Guard.

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.g

SCALE 1:20,000
Nautical Miles
½ 0 ½
Yards
500 0 500 1000 1500

LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run.
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles ru

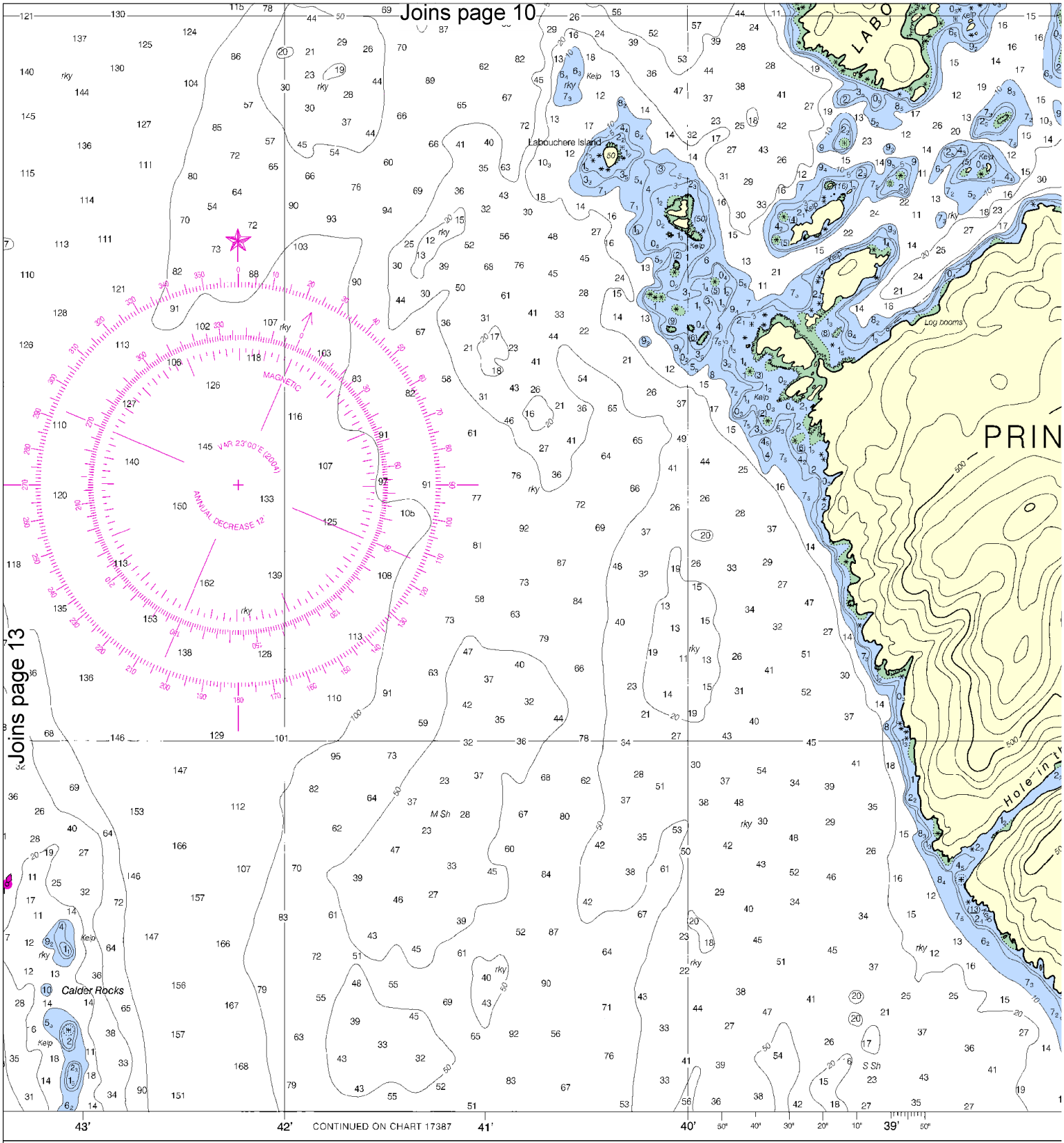
40' 50" 40" 30" 20" 10" 39' 50" 38' 37' 36' 35'

MS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Port
SOUNDINGS IN



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SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

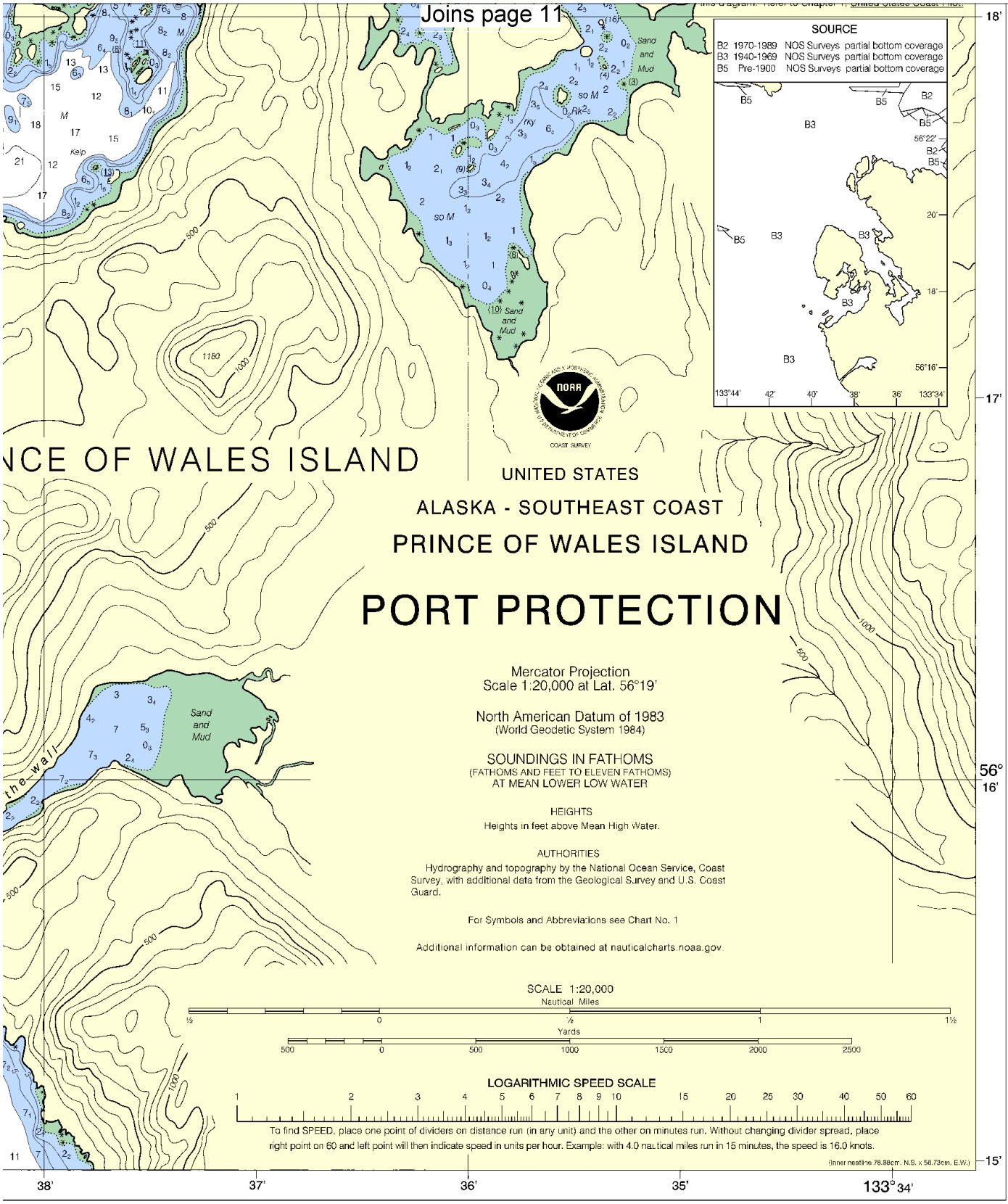
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 11



NCE OF WALES ISLAND

UNITED STATES

ALASKA - SOUTHEAST COAST

PRINCE OF WALES ISLAND

PORT PROTECTION

Mercator Projection
Scale 1:20,000 at Lat. 56°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

(Inner neatline 78.88cm. N.S. x 56.73cm. E.W.)

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Port Protection
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17378

ED. NO. 14

NSN 7642014011403 NGA REFERENCE NO. 17BHA17378

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.